



TIMELINE: Moran Fighting to Reduce BRAC Impact on Northern Virginia Roads

- September 2005:** BRAC Commission submitted its recommendations to President George W. Bush, endorsed by then-Secretary of Defense Donald Rumsfeld. BRAC recommendation #133 requires the relocation of 6,400 DoD personnel from Metro-accessible leased office space to the Engineering Proving Grounds at Fort Belvoir, Va.
- November 2005:** Moran votes against BRAC Commission Recommendations, begins fight to reduce impact on Northern Virginia.
- October 2006:** Moran and former Rep. Tom Davis include an amendment to the fiscal year 2007 NDAA requiring the Army to study the feasibility of relocating BRAC facilities to the Metro-accessible General Services Administration (GSA) facility in Springfield, Va.
- June 2007:** Environmental Impact Study shows BRAC will create major traffic delays near Fort Belvoir and on I-95. Army begins to seek alternate location for BRAC #133.
- December 2007:** 2008 National Defense Bill includes Moran-Davis amendment providing Army authorization to acquire the Metro-accessible GSA facility for BRAC #133.
- July 2008:** Army releases Environmental Assessment for BRAC #133, determines “no significant impact from a transportation perspective.”
- October 2008:** Army selects Mark Center. Moran: “very disappointed...it belonged at Springfield site.”
- April 2009:** VDOT independent assessment concludes Mark Center relocation will cause gridlock to surrounding intersections, draws contrast with Duke Realty, Army EA studies.
- July 2009:** Moran requests meeting with Secretary of Defense Robert Gates, outlines concerns with BRAC 2005; questions Defense Access Roads requirements.
- October 2009:** *The Washington Post* publishes op-ed by Congressman Moran entitled: “Why Northern Virginia's traffic may be about to get worse.”
- December 2009:** VDOT study released, recommends direct ramp from I-395 into Mark Center.
- February 2010:** Moran stands against BRAC #133 ramp construction that would imperil Winkler Botanical Preserve, VDOT cancels further consideration of that option.
- May 2010:** FY11 NDAA passes House, includes Moran parking limit at Mark Center of 1,000 spaces, requires a DoD Inspector General study of BRAC #133.
- July 2010:** Army releases Transportation Management Plan, shows relocation will cause gridlock.
- August 2010:** Moran presses Secretary Gates in letter for DoD assistance in Mark Center relocation.

September 2010: Moran takes the Army-proposed public transportation bus route to Mark Center, highlights unacceptably long commute.

November 2010: VDOT recommends seven short and mid-term transportation fixes for BRAC #133.

December 2010: Moran, Connolly, Webb, Warner ask Governor McDonnell to put uncommitted VDOT funding toward BRAC road improvements.

December 2010: Moran requirement for DoD IG investigation into BRAC 133 and Army traffic plan becomes law.

January 2011: Moran, Connolly, Webb, Warner propose BRAC solutions to Secretary Gates in letter. Request \$20 million for short and mid-term fixes at BRAC #133.

February 2011: VDOT announces \$80 million to construct HOV ramp from I-395 to Seminary Road.

February 2011: Transportation Research Board report released. Warns relocation to the Mark Center will likely subject commuters to substantial new delays, compromise some military missions, degrade local economy.

February 2011: GAO releases report critical of the Defense Access Roads Program.

April 2011: Moran inserts \$300 million in DoD Budget for BRAC road improvements, half slated for Route 1 near Ft. Belvoir.

April 2011: DoD releases \$20 million to implement short- and mid-term transportation fixes, as requested by Moran in January.

April 2011: DoD Inspector General releases report on Mark Center decision, providing damning evidence Army mishandled the environmental assessment in support of the Mark Center decision.

May 2011: House-passed National Defense Authorization Act includes 1,000 space parking cap and provision for one-year delay of seven BRAC facilities.

July 2011: Moran, Connolly, Webb, Warner write Secretary Panetta expressing concern with DoD Mark Center occupation timeline.

September 15, 2011: 2,300 DoD employees relocate to Mark Center.

September 2011: Moran, Connolly, Webb, Warner write Secretary Panetta requesting oversight, accountability in Mark Center occupation. DoD delays full occupation of the Mark Center by 1 year.

November 2011: DoD releases \$180 million for widening of Route 1 through Ft. Belvoir. Funding was secured by Rep. Moran in the FY11 Budget.

December 2011: DoD Inspector General releases study revealing serious flaws in Army's Transportation Management Plan.

December 16, 2011: Moran parking cap passes the Congress. Limits parking to no more than 2,000 daily spots for fiscal year 2012.

December 31, 2011: Mark Center occupied 5,000 DoD employees.

May 31, 2012: Fiscal Year 2013 Military Construction and Veterans Affairs Appropriations bill passes the House; includes the Moran parking cap of 2,000, extending the limitation by 1 year

September 2012: All 6,100 DoD employees are relocated to the Mark Center.